

JUDGE D. R. SHEAN TALKS PROHIBITION

Says It Is Useless to Fight the Ordinary Saloon Element.

ADVOCATES THE PURCHASE OF THE LIQUOR INTERESTS

Gives Figures to Show Where the Government Would Be Gainer.

Judge Dan R. Shean of Peoria, Ill., and one of the leading prohibitionists of the country, is a guest in this city of Dr. and Mrs. F. G. Stiehl of the Bransford apartments.

Judge Shean was elected to the Illinois legislature in 1904 on the prohibition ticket from Peoria county, perhaps the leading distilling district in America. Last year he ran for governor of Illinois on the same ticket. He has been actively interested in prohibition since 1876.

"The fight for prohibition will never end till there is an amendment to the constitution of the United States prohibiting the manufacture of alcoholic liquors, the same as we prohibit slavery. Of course, alcohol and its mixtures, considered as a drug, is all right, but it must be placed on the same plane as morphine, for instance.

"Beer and wine are not drugs and hence should be utterly forbidden. Brandy, for instance, is necessary as a drug, but should be as rigidly controlled as is opium and its products.

Useless to Fight Saloon.

"We have learned that it is useless to fight the saloon and let the distillery and brewery go on turning out the poison. Stop the source and the saloon will die a natural death. But we began on the saloon as the first thing within our reach. In a number of states we have closed the saloon and the breweries and distilleries. The next step is through the federal control of interstate commerce. We want a national law forbidding the transportation of liquor from one state into any state that objects to liquor. This will center the fight on those states that remain open. Close a two-thirds majority of the states to liquor and then it will be possible to get the constitutional amendment prohibiting the manufacture, importation or use of alcoholic liquors as a beverage.

"We hold that as civilization advances, one thing after another that may be useful and necessary at one stage of development becomes harmful. Slavery, for instance, under certain conditions, is perhaps necessary. One tribe conquers another and must either murder its captives or keep them as slaves. But as things go on this becomes unnecessary and harmful till at last slavery has no reason for being, and we throw it aside. Gambling is another case. Fifty years ago gambling was legal practically everywhere; today it is prohibited everywhere in the United States. Even the mails are closed against it. Close the railroads and the mails against liquor and it will be where gambling is today. We intend to treat the big breweries just as we did the big lotteries.

Buy Out Liquor Interests.

"Some radicals are in favor of simply closing up the saloons and breweries and distilleries and letting the consequences be what they may. This is hardly right, either. Many men, thousands of them, do not see liquor with our eyes. We think it wrong; they think it right, and hence have invested many millions in the business under the protection of the law. What the law allows must be treated as not only legal, but entitled to all legal protection. Hence we are in favor of buying the liquor interests out and then closing them up. If this had been done in regard to the slaves there might not have been a terrible civil war.

A Business Proposition.

"As a business proposition this financial move would pay the nation well. The liquor manufacturing interests earn about \$1,250,000,000 a year. In round figures \$300,000,000 of this goes to various cities, state and the national government in taxes. Sixty-three million goes in labor and \$100,000,000 goes to the farmers for grain and fruit. The difference between \$700,000,000 and \$900,000,000 goes in profits to the liquor dealers. The labor of all these men is a loss to the nation. All businesses pay an equal profit in the long run, and the work of these men and the capital invested would, if used in other lines, save iron, railroads and other lines of manufacturing, of course yield the \$1,250,000,000 in wealth that would be of benefit to the nation instead of in bottles and kegs which today costs the nation fully another \$1,250,000,000 in police measures, hospitals, prisons and all kinds of crimes and destitution due to liquor. Hence we figure that to buy out the liquor interests and close them up would yield a yearly profit of at least \$2,500,000,000; that is, two billion, five hundred millions a year. Leaving morals entirely out of the question and looking on it as purely a business proposition, prohibition is the greatest financial question before the nation today."

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That works like a charm. One application makes these pesky little brown pests vanish like a summer's dream. Large bottles, 25c. Special price by gallon. Phone 157.

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EXCELLENT WORK OF RELIEF DEPARTMENT

Report Shows Vast Sum Paid Out in Benefits to Employees.

According to reports issued today, the relief funds of the Pennsylvania system have in twenty-three years paid out a total of \$26,702,947.78 in benefits to employees of the railroad. Of this amount, \$15,896,425.59 was paid to members who were unable to work, while the remainder, \$10,806,522.19 was paid to the families of employees who died.

Reports for July show payments amounting to \$98,293.79 on the lines east of Pittsburgh and Erie. To members incapacitated for work, \$59,797.10 were paid, while to the families of members who died there was paid the sum of \$38,496.69. The total amount paid out of the relief fund of the lines east of Pittsburgh since it was established in 1886, is \$19,477,986.52.

On the Pennsylvania lines west of Pittsburgh, a total of \$14,164.80 was paid out in the month of July; \$29,000 representing the amount paid in benefits to the families of members who died, and \$23,164.80 for the relief of members who were unable to work. Since the organization of the relief department of the lines west in 1889, there have been paid in benefits a total of \$7,324,981.26.

WESTERN PACIFIC IS NEARING COMPLETION

There now remains but 100 miles of the new Western Pacific railroad to be constructed and this gap will be completed within the next thirty days, according to E. O. Watts, engineer in charge of the construction work, who was in Salt Lake City Monday night.

The largest gap which now remains to be built is between the Feather river and Napa station. It was originally intended to have the Western Pacific railroad completed by September 1 of this year and the actual time of its completion will only be about one month behind the intended date.

However, it is not probable that it will be opened for operation before the beginning of the year 1910, as the traffic cannot be completed and the necessary rolling stock procured before that time. Trains are running tri-weekly between this city and Elko, Nev.

RIO GRANDE PLANS TO ADVERTISE UTAH

The Denver & Rio Grande railroad has just issued a folder under the head, "Facts of Interest to Farmers Seeking Homes in Colorado." The matter contained therein is of an important nature and defines the mineral, horticultural and agricultural possibilities of the state.

Col. L. A. Benton, general agent in the local passenger department of the Rio Grande, is taking the matter up with Fisher Harris, secretary of the Commercial club, with the view of getting out a like folder concerning this state. It is the opinion of Col. Benton that it would be of great advantage not only to Utah, but also to people seeking homes here.

HILL SAYS NO NEW COMBINATIONS CONSIDERED

ST. PAUL, Aug. 30.—"Combinations and consolidations which are being made daily in the west have little or no effect in this part of the country. The only new combinations considered here, and all rumors to the contrary are erroneous. This statement was made today by James J. Hill, chairman of the board of directors of the Great Northern. "We have all the connections in the Mississippi valley we need. The Burlington takes care of all the traffic that is not routed by other lines," he added.

KEYES RETURNS FROM TRIP TO GEM STATE

Kent O. Keyes, local commercial agent of the New York Central lines, has just returned from an extended business trip through Idaho. The fertile lands of Colorado in the Gem state, Mr. Keyes declares that the range and water conditions are excellent.

"The woolgrowers of Idaho have realized big profits on their wool this season, and are also getting good prices for the lambs," said Mr. Keyes. "Utah and Idaho lambs are regarded as the best in the eastern market."

Pamphlet on Colorado.

About this time every year there comes from the passenger department of the Denver & Rio Grande railroad a publication entitled "The Fertile Lands of Colorado." As the title indicates, the text is devoted to the products of the soil, and it is noticed that with each edition the growth of the agricultural resources of the state. This year's edition is twelve pages larger than any previous one.

Calvin Improved.

E. E. Calvin, vice president and general manager of the Southern Pacific railroad, arrived here today from San Francisco, has gone to Yellowstone park for rest and recuperation after his recent illness. The many friends of Mr. Calvin will be pleased to learn that he is regaining his strength rapidly.

Wait for the big I X L auction sale

commencing September 7 at 10 a. m.

Ladies' Free Day at Saltair

Today. Extra cars on all trains. Take your wife.

MAURETANIA BREAKS HER OWN RECORD FOR SPEED

QUEENSTOWN, Aug. 30.—The steamer Mauretania arrived here today from New York over the short course, and made the passage in four days, fourteen hours and twenty-seven minutes. This beats the previous record passage, held by her, by two hours and fifty-three minutes.

The Mauretania arrived at 7:27 and quickly landed the Irish contingent of her passengers and mails. She then continued on to Fishguard, where she dropped anchor at 4:55. Her four tenders took off the passengers and mails, and a special staff of customs officers were in waiting to ensure a speedy inspection of the baggage. Special trains were quickly on their way to London, where they are scheduled to arrive at 6:35 p. m.

The journey from New York to Liverpool will thus be completed in five days, one hour and thirty-five minutes. Newport and Fishguard are lavishly flagged with the Stars and Stripes and the lack of the occasion. The inhabitants turned out to cheer the incoming liner, and a general holiday has been proclaimed.

LONDON, Aug. 31.—London morning papers make a big feature of the successful inauguration of the Fishguard route, which brings New York to Liverpool in five days. It is heralded as a great triumph of organization on the part of the Cunard and railway companies. Fishguard now takes rank with Liverpool, Southampton and other great ocean ports, and rapid development is anticipated.

Railway companies intend, as soon as sufficient passengers justify the step, to run a special train to Dover for Continental traffic, so as to avoid the delay of transference at London. Thus the journey from Fishguard to Dover will be reduced to seven hours, which will place the Cunard company on an equal basis with the German lines for Paris and continental traffic.

It is believed that as soon as the superiority of the new route is realized, the government will be compelled to abandon the regulation requiring mail boats to call at Queenstown.

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Manufacturers, San Francisco

WARREN HOME FROM NORTHWESTERN TRIP

Reports Wonderful Prosperity on the Coast; Railroad Travel Very Heavy.

C. F. Warren, general agent of the Atchison, Topeka & Santa Fe railroad for this territory, returned to the city Monday from an extended business trip through the northwest. During his absence, he visited the Alaska-Yukon-Pacific exposition at Seattle, Wash., and expressed himself as being delighted with the excellent displays which he saw.

Mr. Warren says the railroad travel in the northwest is exceedingly heavy, and that Pullman berths cannot be secured save when reservations are made several days in advance. The hotels, he says, are taxed to their capacity, and there are more people on the coast at the present time than ever before in the history of the west.

Mr. Warren says the fair has caused much prosperity in the northwestern country. From Vancouver, B. C., on the north, to San Francisco on the south, the prosperity is remarkable, he says.

Burlington Air Line.

NASHVILLE, Aug. 30.—According to report, the Burlington system is shortly to establish an air line through Nashville, connecting the grain fields of the northwest with the Atlantic coast, by acquiring the Tennessee Central. This road will be the connecting link between the Burlington at Paducah, Ky., and the Seaboard Air Line at Rutherfordton, N. C.

INDUSTRIAL AGENT VISITS SALT LAKE

D. E. King of Missouri Pacific Greatly Impressed With In-termountain Metropolis.

D. E. King, industrial commissioner of the Missouri Pacific railroad and the St. Louis, Iron Mountain & Southern railway, with headquarters at St. Louis, Mo., arrived in Salt Lake City Monday, en route from the northwest. Mr. King has just made a trip through the inland territory, combining business with pleasure, as he expressed it Monday. He was appointed as a delegate to the National Irrigation congress, recently held at Seattle, Wash., and he stated Monday that that meeting was a great thing for the United States.

Mr. King was greatly impressed with

Salt Lake City, and he declared that it was destined to become a great commercial center. "The new Western Pacific railroad," said he, "will be a big thing for the city, much more, perhaps, than can easily be realized at the present time." Mr. King spent some time conferring with J. R. Duckworth, the local commercial agent of the road.

For indigestion and all stomach trouble take Foley's Qrino Laxative as it stimulates the stomach and liver and regulates the bowels and will positively cure habitual constipation. F. J. Hill Drug Co., 80 W. 2nd South.

Change in Trains

Via Salt Lake Route. Leave for Payson and Provo, 8 a. m., 4:10 p. m., 10 p. m. New Tooele train, 10:30 a. m. New Tintic train, 4:10 p. m. Effective 29th.

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500 men's and youth's suits, your choice at	\$5.75	50 dozen boys' overalls at	40c a pair
1000 pairs of men's shoes, at	\$1.90 a pair	One big lot of men's shirts, all kinds, at	50c each
500 men's hats, your choice at	\$1.50 each	One big lot of men's under-wear, all kinds	\$1.00 a suit
500 boys' suits, your choice at	\$1.95 a suit	100 dozen collars	75c a dozen
500 pairs of boys' knee pants	3 pairs for \$1	100 dozen men's half hose	5 pairs for \$1

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EVERYBODY

IS TALKING ABOUT

Lights and Shadows of Mormonism

By JOSIAH F. GIBBS

The Only Work of the Kind Ever Undertaken and Brought to a Culmination.

A POLITICAL AND RELIGIOUS HISTORY OF UTAH. TOGETHER WITH A DETAILED ACCOUNT OF THAT MOST TERRIBLE CRIME, THE MOUNTAIN MEADOWS MASSACRE.

The Author of this work, Josiah F. Gibbs, was a Mormon for more than half a century, and has, to use his own words, "partaken of the good there is in it, and drunk to the very dregs of its bitterness." Mr. Gibbs began at a date prior to the origin of "Mormonism" and followed the adherents of that faith up to the present time, giving a detailed version of the book of Mormon.

One must read the book to appreciate it, and no library is complete without it. For sale by the following book stores and at The Tribune office, or sent postpaid upon receipt of price—\$1.25.

D. A. Callahan, 146 Main St.	Shibley-Macmillan Co., 71 E. 3rd St.
C. H. Heritage, 56 E. 2nd So. St.	Milford Pharmacy, Milford, Ut.
H. F. & G. F. Horton, 27 E. 3rd So.	Book Store Pharmacy, Pocatello, Ida.
Moon Book & Sty. Co., 54 W. 2nd So.	E. H. Lovejoy, Bingham Canyon, Utah.
Shepard, The Magazine Man, 77 E. 3rd So.	V. G. Gill, 2438 1/2 Wash. ave., Ogden, Utah.

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Have a decided change of style this season. Our lines of Street and Pattern Hats embody all the new features.

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